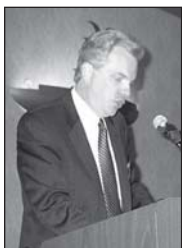




Challenge of Construction Forum



ABC TV-15 Newscaster Cary Pfeffer was the emcee and moderator for the forum.

Forum Seeks Solutions to Rising Construction Costs

Imagine being the contractor on a multimillion dollar highway project. The day has come for a major concrete pour. You have expensive rental equipment and dozens of crew members on hand waiting for the delivery trucks to arrive. You wait. And wait. But the concrete never comes.

That true-to-life scenario happened just recently on the Santan Freeway project, when a major pour was delayed by two weeks due to a shortage of cement,

leading to a costly setback.

Unfortunately, cement isn't the only construction material that has been in short supply in recent months. Nationwide shortages in other commodities such as lumber and steel, compounded by labor shortages, are creating a spike in construction costs. These shortages are affecting all sectors of the economy, including housing, schools and commercial construction, as well as major transportation projects.

To seek a better understanding about the factors causing these shortages and to look at ways to proactively address this issue, the Maricopa Association of Governments (MAG) hosted a Challenge of Construction Forum in January. About 230 people from both the public and private sectors attended. The idea for the industrywide dialogue came from Glendale Mayor Elaine Scruggs, who chairs MAG's Transportation Policy Committee.

Continued on page 8

INSIDE
this issue

From the Chair	2	Understanding ITS	7
Voices From the Council	3	Construction Forum (continued)	8
Regional Profile: Mayor Hallman ..	4	Homeless Funding Record	10
Litter Funding	6	Desert Peaks Call for Entries	11
PM-10 Issues	7	Calendar	12





Mayor Keno
Hawker, Mesa

From the Chair


Urban sprawl is nothing new to Arizona. In fact, leapfrog development seems to have become the norm, rather than the exception. It's a pattern playing out in cities across the country, as developers build large subdivisions in areas that lack adequate infrastructure. But the negative ramifications extend far beyond the new development—clogging roads in neighboring communities that unwittingly become little more than “pass-through” cities. Too few regional job centers simply leave subdivision residents with no choice but to commute, further compounding traffic and air quality problems.

It is this scenario, played out over and over again, that has prompted some cities and the state of Florida to impose concurrent development requirements. Simply put, concurrent development requirements (usually in the form of an Adequate Public Facilities Ordinance) dictate that new, large-scale developments not be approved unless it is determined that the necessary infrastructure, including roads, public transportation facilities, sewer and water

service, schools and public safety facilities, are either already in place or come online concurrently with the development.

Measures such as this are already in place in Florida, Washington, Maryland, New Hampshire and Minnesota. Newly elected Virginia Gov. Timothy Kaine announced at his first General Assembly address that he will urge the passage of a law that will stop new development if roads are not adequate. Clearly, the problem is widespread.

With a projected state population of more than 16 million by the year 2050, we must find a way to address leapfrog development and the tremendous burden it continues to place on Arizona's existing infrastructure. If there are better tools we can employ to more adequately prepare the region for new growth without sacrificing our quality of life, we must identify them. After all, if we can require developers to secure a 100-year water supply, shouldn't we also ensure they at least have adequate roads for their residents to drive on?

The bottom line is, despite the fact that Prop 400 funding will address some future growth, with rising construction costs and no plan from the state to index the gas tax to match inflation, we are careening head-on into the train wreck that is leapfrog development. We must act now to secure an adequate transportation infrastructure for future generations. This is why I am pleased that the issue of leapfrog development will be a session topic at the Regional Planning Dialogue with other Councils of Governments March 23-24. Although MAG has examined the issue of concurrent development in the past, it is clearly a statewide issue and it is time to look at it again. 

Keno Hawker
Mayor of Mesa
Regional Council Chair

Dennis Smith
Executive Director

**Carlos Jurado and
Gordon Tyus, Contributors**

Kelly Taft, Editor

Gordon Tyus, Graphic Design

MAGAZine is a quarterly newsletter of the Maricopa Association of Governments. It focuses on the issues and concerns of the cities, towns and tribal communities of Maricopa County. If you know of a friend or colleague who would like to receive MAGAZine, please call the MAG office, (602) 254-6300.



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www.mag.maricopa.gov/members.cms

Voices From the Council



In the next 18 months you will see 20 intersections with signal lights and 20 lane miles of new roads in Queen Creek. Even though we know three-fourths of the traffic on our roads is pass-through traffic traveling to and from Pinal County, the backups at commute times affect residents and their quality of life. So, the town will spend \$60 million over the next few years to improve our road systems, including a new railroad underpass.

—Queen Creek Mayor Wendy Feldman-Kerr, during her *State of the Town* message explaining what Queen Creek is doing to alleviate traffic congestion.

This freeway will help to ease some of our traffic congestion...but it is also a great boost to our economy, as evidenced by all the new businesses springing up at each interchange and around our airport. It's been a long process, but a worthwhile one. And one in which our residents have played an important part.

—Chandler Mayor Boyd Dunn, during dedication ceremonies marking completion of the Santan freeway through his city.



This facility was designed for the future. We know that growth at Sky Harbor is something we can count on, so we have developed a project to meet not only the needs of today's customers, but a project that can expand as the market grows and provide flexibility for individual business fluctuations every few years. This is an important project for the airport because it brings significant benefits to our community. Even those who don't rent cars will benefit from reduced traffic on our airport roadways.

—Phoenix Mayor Phil Gordon, at the dedication in January of the Phoenix Sky Harbor Rental Car Center.

We just have a good town. We're really lucky the town's identity has been pretty well established—now the people who move in want to be part of a lifestyle we established. We don't get the culture clashes we had in past years.

—Town of Gilbert Mayor Steve Berman, commenting on the 11th annual *Heads of Household Survey*. The survey found that 96 percent of residents were satisfied with Gilbert. Respondents cited the “small town” atmosphere as the main reason for living in Gilbert.



I am excited to serve the citizens of Avondale as Mayor. As Avondale and the Valley of the Sun continue to face unprecedented growth, I believe regional cooperation on issues from transportation to community services is paramount and will only make our region an even better place to live.

—City of Avondale Mayor Marie Lopez-Rogers, after being elected by fellow Avondale council members to replace Mayor Ron Drake, who gave up the post to run for Congress.

Maricopa County is recognized nationally as one of the best managed counties in the country. One of the hallmarks of our success has been our fiscally conservative approach. We are serious about getting results for the money we spend and keeping our taxes as low as possible... As chairman for the year ahead, I look forward to working toward improving the quality of life for all of us.

—Supervisor Don Stapley, upon being elected Chairman of the Maricopa County Board of Supervisors for 2006.



Regional Profile:

Tempe Mayor Hugh Hallman Really a Shy Guy



Mayor Hugh Hallman, Tempe

Tempe Mayor Hugh Hallman is known as a skilled negotiator who relies on his legal and economic expertise to help him run the progressive, upwardly mobile city of about 160,000 residents.

"I'm not a litigator, I don't sue people. I'm a transactions lawyer who brings people together," says Mayor Hallman, a practicing business law attorney who specializes in domestic and international finance and taxation. "So it's that skill set of negotiating and understanding very sophisticated transactions that have given me and our community



Mayor Hallman and Tempe volunteers help tend a community garden as part of a partnership project with the Salt River Pima-Maricopa Indian Community.

some edge in getting things done expeditiously."

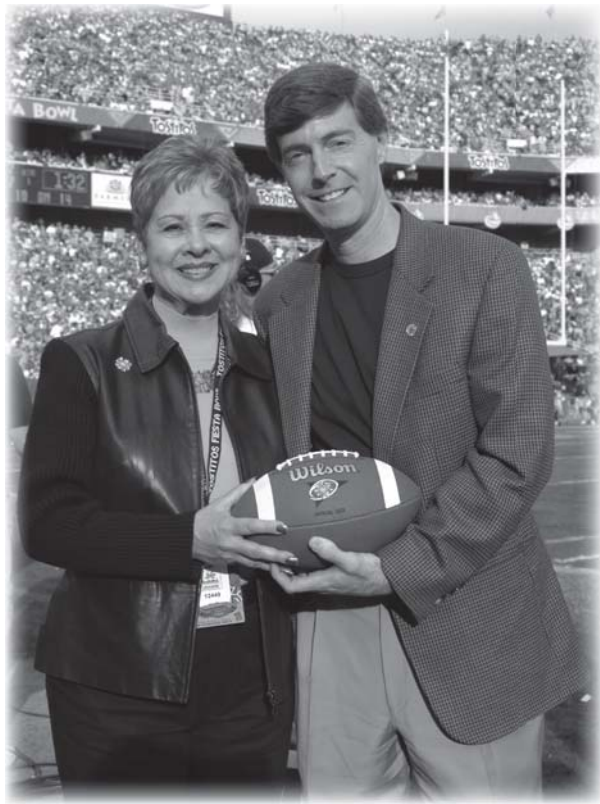
Mayor Hallman points to recent settlements with property owners in the Tempe Marketplace development area as one example of his "negotiate-not-litigate" style of administration. The successful negotiations have virtually eliminated the controversial use of eminent domain to obtain land for development of the planned 117-acre destination shopping and entertainment center near the convergence of Loops 101 and 202.

"Over the past two years, I've spent my time negotiating and sorting out 154 different real estate deals, which all got done without the use of eminent domain," says Hallman. "It's those kinds of skills and that experience that I have that I think have helped us achieve those goals. But it has obviously required extraordinary skill by our other council members and

our staff—we have gotten a lot done in a very short time," says Hallman.

Ironically, for a leader known for his direct and no-nonsense style of communication, Hallman says most people would be surprised to learn that it took him years to overcome a deep-seated shyness.

"I'm an extraordinarily shy person, and it is very difficult for me to speak publicly," says Hallman. "As a youngster I went into theater, so that I could have a better shot at actually making public presentations and dealing with the public. That was the training that got me to the point that I could do this. There's a quote, I think it was Lillian Gish who said that we all get butterflies in our stomach—the secret is teaching them to fly in formation. That quote tells me that maybe we're all similarly shy in some ways," he says.



Mayor Hallman passes the Tostitos Fiesta Bowl game ball to Mayor Elaine Scruggs of Glendale during the final Fiesta Bowl game at Sun Devil Stadium. The game will be played in the new Glendale stadium next year.

Continued on next page

Hugh Hallman (continued)

But perhaps the person most responsible for Hallman's foray into politics was his mother, a decades-long political activist who worked on Barry Goldwater's many campaigns and who humorously called herself a "call girl for Barry Goldwater" when she was doing phone bank calls for the 1964 Presidential campaign.

"My mother was kind of cutting edge in terms of political activity, and my first recollection was going door-to-door collecting signatures on petitions," recalls Hallman. "So it's a lifestyle I guess I grew up understanding and enjoying."

As for his regional goals, Hallman, who has even taught law and economics in Kazakhstan, says his major focus is to improve cooperation among municipalities to better compete in the global market.

"We need to recognize that it no longer matters if Tempe can compete against Glendale, can compete against Scottsdale, can compete against Carefree, but whether or not we can work together and recognize that we need to compete as a region against the economic powers in Central Asia, Europe, China, and other economically potent forces across the globe," he states.

"We all must succeed together. Tempe can't succeed unless Phoenix does, unless Mesa does, unless Scottsdale does—and the reverse is also true."



From here to there: Mayor Hallman points to Tempe, while Kazakh-American Free University President Erezhep Mambetkazyev points to Ust Kamenogorsk, Kazakhstan where Mayor Hallman taught economics. Bridging the map gap is University Vice President Dan Ballast.



Mayor Hallman is flanked by two former Tempe mayors, Harry Mitchell (left) and Neil Giuliano (right), representing 26 years of Tempe leadership.

Hallman cites achieving financial stability for his community as one of his proudest accomplishments. He jokes that, although his job as mayor is part-time, "only 50 to 60 hours per week," he finds many aspects satisfying, especially "that we are building a team in Tempe that is diligently working to continue the improvements of our community and improve it for the residents of Tempe." In addition, Hallman says, "We're having a pretty dramatic impact on the regional activity as well, and I think we're helping to move our region forward as a unified economic driver to compete effectively in the international competition."

Hallman says he will remain in public office "as long as it makes sense to and obviously no longer than people will have me." In the meantime, in keeping with his own childhood tradition, his family—including wife Susan, 12-year old twins Louis and Eli, and 9-year old Marcus—are already campaign veterans.

"Although the twins were young, they were pretty actively involved in my first campaign for city council in 1998; Marcus was still in a car seat, so he rode along in a wagon. But the only basis on which I would have proceeded with this was with my family, and I've had their full and complete support, which has been terrific. Over the last decade we have arranged things so that we'd be hard pressed to complain. We've been very, very well blessed. And life has treated us very well."

In other words, Mayor Hallman seems to have taught the butterflies to fly in formation. 



www.tempe.gov

Prop 400 Funds to Combat Freeway Litter



Councilmember
Peggy Bilsten,
Chair, TPC Freeway
Maintenance/
Noise Mitigation
Subcommittee

The MAG Regional Council has approved the expenditure of nearly six million dollars for litter control and landscape maintenance—virtually doubling the amount currently being spent to beautify the regional freeway system.

The approval comes at the recommendation of the Transportation Policy Committee (TPC). The funds are the first to be expended as part of a \$279 million litter control and landscaping budget specifically earmarked by the TPC as part of the Regional Transportation Plan approved by voters in November 2004.

“The TPC recognized the importance of making our highways cleaner all around the Valley,” said Phoenix City Councilmember Peggy Bilsten, who chairs the


TPC Freeway Maintenance/Noise Mitigation Subcommittee. “What’s significant is that the funds provided through Prop 400, which continues the half-cent sales tax, are in addition to the funding that ADOT spends in this region for litter control and landscape maintenance,” she said.

The major increase in funding comes as a relief to transportation agencies and elected officials alike. With more freeway corridors being built to handle the Valley’s increased population growth, more than 350 lane miles have been added to the freeway maintenance program since 2000. With the addition of so many new lane miles and the higher volume of people traveling Valley freeways, cleanup efforts have not been able to keep pace with the increasing amount of litter.

“I’m happy to see that we’re moving forward with this,” said Scottsdale Mayor Mary Manross, also a member of the TPC. “Not a week goes by in my community that I don’t hear about (the litter problem) and people wondering when we’re moving forward...so I’m really pleased to see this.”

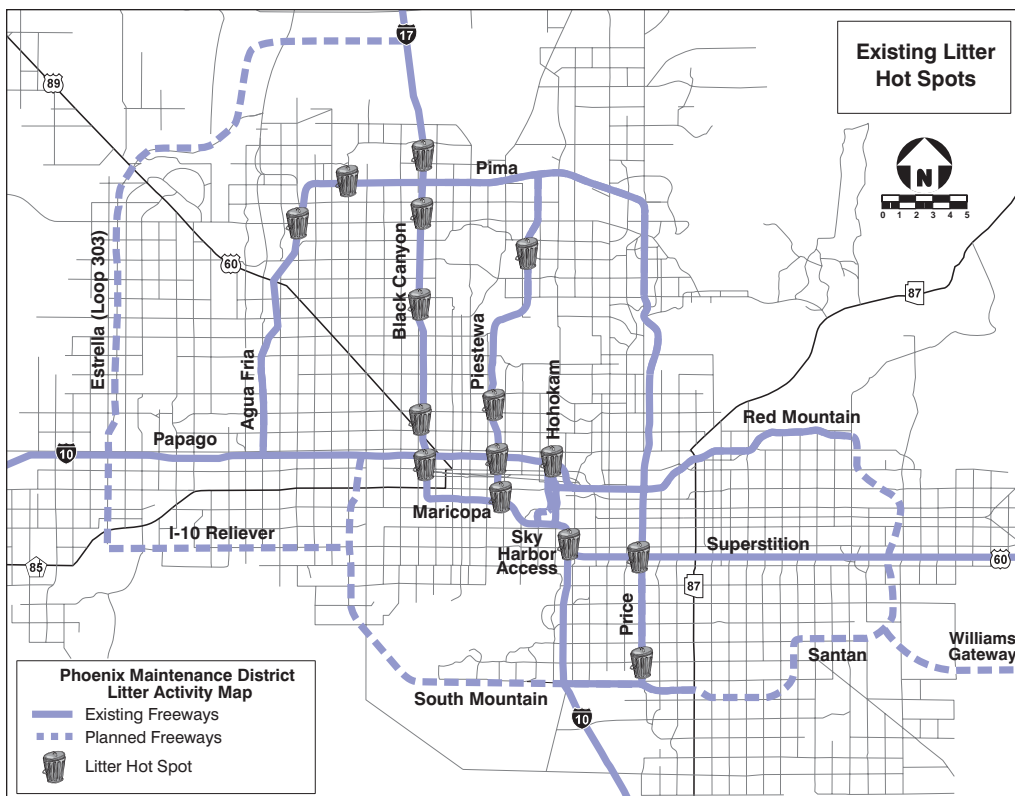
About \$1.8 million of Prop 400 funding will be used for litter pickup, while \$400,000 will be used for sweeping and \$200,000 for litter prevention and education efforts. The remaining \$3.5 million will be spent on landscaping. Added to the \$8 million in baseline ADOT funding, MAG members expect to see improvements almost immediately.

“Freeways are a critical factor in most every resident’s quality of life, and often act as gateways into our communities,” said Chandler Mayor and TPC member Boyd W. Dunn. “That is why this is a such a critical step by the MAG Regional Council, and one that quickly addresses the concerns we have been hearing from the people of Chandler.”

Along with regularly scheduled litter pickup, the funds will help target hot spots that require more frequent pickup or one-time pickups. To ensure that litter control and landscape funds are appropriately accounted for, ADOT is establishing a new maintenance subprogram that will enable the funding to be monitored and the overall performance of the program to be tracked. 

Report freeway littering to the Arizona Clean & Beautiful Hotline at (602) 712-4683.

The map below shows litter “hot spots” on the regional freeway system.




Dust Violations Create Need for Stricter Plans

A record dry spell and stagnant air conditions have contributed to numerous exceedances of federal particulate standards at two air quality monitors. On 13 different days in 2005, both the West 43rd Avenue monitor and the Durango monitor surpassed the 24-hour standard for PM-10 (particulate matter 10 microns in diameter or less). PM-10 is coarse dust that can be harmful to the respiratory system.

The numerous exceedances virtually eliminate any possibility of attaining the PM-10 standard by 2006 as required under the MAG Serious Area Particulate Plan. The region would have had to demonstrate three years of clean monitor data in order to attain the standard. The fact that the standard will not be met means that MAG will have to submit a new plan for PM-10 that demonstrates a five percent reduction in emissions each and every year until the standard is attained.

“What that means is that we will have to strengthen or add control measures that will help us bring emission levels down,” said MAG Environmental Director Lindy Bauer. “These tighter controls may create some challenges for municipalities and industries, so our best course of action is to attain the standards as quickly as possible,” she said.

MAG has two years to prepare the PM-10 Five Percent Plan, due in December 2007. MAG will seek input from its members and the public in preparing the plan. 

Understanding ITS: New Brochures Explain Intelligent Transportation Systems

In order to help the public understand Intelligent Transportation Systems (ITS) and how they help make driving a safer and more pleasant experience, the Maricopa Association of Governments (MAG) has produced an informational packet available at no cost.

The packet contains five colorful brochures explaining the basics of how advanced technologies are being used to improve travel throughout the Valley, whether that travel is by foot, bicycle, car, bus, or truck.

According to MAG ITS and Safety Program Manager Sarath Joshua, technology has revolutionized all aspects of our modern day world, including travel.

“Technology is also being applied to our transportation systems to make them safer and more efficient. The technologies used in ITS include computers, electronic sensors, communications, and safety enhancing systems,” said Joshua.

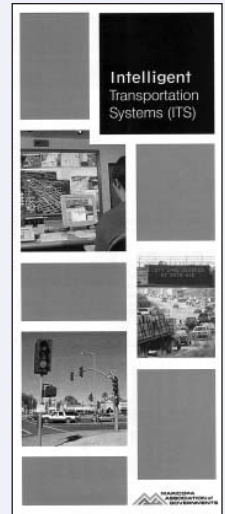
One of the brochures details ITS applications, which include timed ramp meters (signals that regulate the merging of vehicles onto freeways). They operate during the morning and afternoon periods of heavier freeway traffic. The technology also includes cameras monitored at Traffic Management Centers (TMCs) operated by the cities of Chandler, Glendale, Mesa, Phoenix, Scottsdale, and Tempe, as well as Maricopa County, the Arizona Department of Transportation, and eventually, Valley Metro Rail. The operators at the TMCs keep an eye on traffic conditions through the cameras and road sensors and the information is used to adjust traffic signals or post messages on electronic message boards as necessary.

Other brochures explain how travelers receive information through radio reports, TV traffic broadcasts, the Internet, freeway and arterial street electronic message boards, and the 5-1-1 system, a telephone program through which motorists can receive information on current traffic conditions by calling 5-1-1 and providing route information.

The MAG region's population is expected to double by 2030 to more than 6 million people, which means within 25 years there will be twice as many cars and other vehicles on the region's streets and freeways. Because the public relies on the area's transportation system every day to go to work, school, shopping, sporting and other recreational events, or just to visit friends and relatives, it is important to make full use of technology to assure safety and efficiency for all drivers even as the number of vehicles keeps growing.

MAG has allocated nearly \$200 million for ITS expansion in the region over the next 20 years. A plan for ITS in the region was developed by MAG in 2001, and over the last six years, nearly \$45 million has been spent on ITS applications in the region.

The MAG ITS information packet is available from MAG by calling (602) 254-6300, or via the Web site at www.mag.maricopa.gov/archive/itsystems/



Challenge of Construction Forum (continued from page 1)



Mayor Elaine Scruggs

"The main objective for the forum was to present a comprehensive overview of the challenges facing the construction industry and to develop implementable action items at all levels, including local, regional, and state levels as well as within the industry itself," said Scruggs. "By having the broader community involved in these discussions, we can look at potential policy changes to lessen the impacts of rising construction costs," she said.



Ken Simonson

During the forum, the Arizona chapter of the Associated General Contractors of America (AGC) presented results of an industry survey about rising material costs. The poll found that contractors were experiencing shortages in cement, labor, PVC piping, asphalt, transportation, aggregate, steel, lumber, on-road and off-road diesel, and natural gas. These shortages have led to an increase in pricing throughout the region.

Transportation Impacts

Ken Simonson, chief economist for the national organization of AGC, acknowledged that Arizona is in for a continued challenge this year in construction materials costs. "I hope that everyone takes away the message that you have to expect a lot of volatility. We are in a very tight world situation of supply and demand on both raw materials and finished materials for many products," he said. "Unfortunately, I think transportation is probably getting hammered the worst of any of the construction categories by the different price increases. They're such heavy users (of the impacted construction materials), and all of those

materials are going to see major increases in price, I'm afraid."

Simonson's dire prediction was no surprise to Arizona Department of Transportation Director Victor Mendez, who said the impacts are already being felt. Recent freeway construction bids have been 20 to 50 percent higher than engineers' estimates, causing a program overage of about \$121 million in fiscal year 2006.

"These are significant changes that we are talking about, and this is pretty consistent state-wide," said Mendez. "Our major concern right now is the impact of these costs not only on the current situation, but also into the future, because we have to plan many years in advance. So the question becomes: If we're facing these cost changes now, how does that impact our future program?"

It seems no one can answer that question yet, including contractors. They face the same uncertainties, making project bidding a dicey proposition.

"It's very difficult for us at bid time to try to get a handle on what the costs are going to be," said Steve Basila, president of Pulice Construction. "There are so many items, such as liquid asphalt, diesel fuels, cement, readymix concrete, and lumber and steel—all of the things necessary to build a state-of-the-art roadway—it is very hard to get our arms around those costs, they change so fast."

Basila said some suppliers guarantee prices for only 30 days,

meaning that contractors must guess at how much prices will inflate when they bid on projects that are still months down the road. The uncertainty has already led to a reduction in the number of bidders for highway projects.

"I think there are a lot of contractors right now that are not bidding work because they couldn't sustain those type of losses," said Basila.

School Impacts

Transportation isn't the only industry suffering from the increased prices. Arizona school construction also faces challenges. Current budgets are set at \$116 per square foot in K-6 school construction, with inflation increases approved just once a year through the Joint Legislative Budget Committee. Since increases are determined nearly a year before projects are constructed, accurately forecasting materials prices 12 months ahead in today's volatile market is problematic—especially when each district is responsible for constructing its own schools.

"We have very limited influence on the design, very little influence on how the districts actually procure construction of that facility," said John Arnold, acting director of the Arizona School Facilities Board. "All of those things lead to difficulty on our part in determining exactly where new construction costs are, because we're comparing very different designs, in very different districts, using different procurement methodologies," he told participants.



Victor Mendez



John Arnold

Construction Forum (continued from page 8)

Impacts on Home Building

According to the National Association of Home Builders, that industry is also experiencing major materials shortages. Record levels of residential construction have created demands affecting all building materials. And while many analysts predict the national housing market may fall from its record levels, in Maricopa County rapid growth is likely to continue to put pressure on the local market.

"Every time the population increases by 2.5 people, a new housing unit is needed," said Spencer Kamps, vice president of legislative affairs for the Home Builders Association of Central Arizona. "With population growth predictions, the demand that we're trying to provide today still dwarfs supply, leaving a massive imbalance."

Labor Shortages

Along with materials shortages, a lack of available skilled and unskilled labor is also a concern. According to the Arizona Department of Economic Security, the Arizona market experiences a 40 percent turnover of construction workers every year. Arizona Builders' Alliance Executive Director Mark Minter cites a shortage of trade workers of about 200,000 each year. Lack of training and recruitment programs compound the problem.

"Arizona has about 205,000 construction workers in our market. We have about 3,000 in bonafide apprentice programs, so we're training only 1.5 percent of our work force every year—not a very good statistic," said Minter. He

added that there is also a lack of college graduates in construction management, architecture and engineering trades.

"We think the demand for construction management students alone is about 10,000 students a year," said Minter. "The universities in the U.S. produce 4,000 graduates, so we're 6,000 short every year," he said.

Shortages in Cement and Materials

According to the Arizona Rock Products Association, Arizona produces 2.5 million tons of cement each year, but the demand is more than 4.6 million tons, so the remainder must be imported. The cost of cement has increased from \$100 per ton in August 2005 to \$180 per ton today. Aggregate for concrete has seen a 30 percent increase in the past year, diesel fuel prices have increased by 70 percent, and asphalt paving oil has increased 5.2 percent. David Martin, president of the Arizona Chapter of AGC, said the shortages often mean project delays.

"We believe that owners need to be realistic in their project timelines and thoroughly consider whether some products are available," said Martin. "We believe also that contractors will base their decisions on price based on risk associated with (product availability)."


With the U.S. increasingly dependent on imports, forum discussion centered on the need for reducing tariffs, especially on Mexican cement. Two weeks after the forum, the Department of Commerce announced that

the duty on Mexican imports was being dramatically lowered, from \$26 per metric ton to \$3 per metric ton, with a limit of 3 million tons per year. The duty may be removed permanently after a three-year trial period.

Solutions

An important aspect of the forum was a two-hour time block dedicated to a moderated group discussion. Following the discussion, participants used an electronic voting system to rank their proposed solutions. Among the top solutions, in descending order, were:

- Update contract provisions.
- Make environmental laws/controls more friendly.
- Involve the contractor during the design process.
- Reduce construction process time by completing tasks concurrently.
- Reduce the federal review process on federally-funded projects.
- Develop uniform regional contract requirements.
- Bring key stakeholders together to discuss industry issues.
- Reduce tariffs on Mexican imported materials.
- Owners share in supply price risk.

For Mayor Scruggs, the forum was a valuable step toward addressing construction challenges. "We certainly identified the problems and we certainly came up with potential solutions, and now the work is going to begin," said Scruggs. "We have to build those partnerships and together find ways to deliver to the people what they have been promised," she said. 



Spencer Kamps



Mark Minter



David Martin



Participants used electronic keypads to register their votes for possible solutions.

Homeless Funding Hits New Record



Bobby Jones

When Bobby Jones arrived in Phoenix in 2002, he was a drug addict, broke and homeless. Today the 52-year old resident is clean, receives disability checks, and lives in federally-subsidized housing, thanks to the many Valley homeless services that helped get him back on his feet.

“I’m very grateful the programs were there,” says Jones. “My life was hell, if you want to know the truth. Living hell. But they changed all that, that’s why I’m grateful.”

Now, even more people like Jones will be able to make their way off the streets, thanks to the biggest funding award ever for homeless programs in the region. On January 23, the U.S. Department of Housing and Urban Development (HUD) announced that funding in the amount of

\$20,043,200 would be awarded to 48 homeless assistance programs operated by nonprofit agencies and local governments in the region. The funding will be used to provide housing and other services for homeless individuals.

“This (funding) is very, very important to people like me,” says Jones. “Not just me, it’s a whole lot of people, who, if they had the opportunity, it would change their lives around.”

A passion for helping people like Bobby is the reason that every year, the MAG Continuum of Care Regional Committee on Homelessness sifts through dozens of applications from nonprofit agencies and submits a single application on their behalf recommending how much funding each agency should receive. The funding is provided as part of the federal Stuart B. McKinney Act, which allocates funding dedicated to transitional and permanent supportive housing programs. City of Phoenix Councilman Greg Stanton, chair of the MAG Continuum of Care Regional Committee on Homelessness, says the money will help many individuals find their way off the street.

“The programs that are being supported through this award are designed specifically to help individuals move into transitional or permanent housing,” said Stanton. “Once into housing, individuals have a better chance of finding employment and continuing on the road to independence,” he said.

In presenting a \$21.1 million check to the MAG Continuum of Care, which included an additional \$1.1 million in funding for emergency shelter grant allocations, HUD Regional Director Richard Rainey said helping the homeless is no longer simply putting up cots in an auditorium and filling the coffee urn—it’s about demonstrating real results that improve people’s lives and better the community.

“I know that every dollar in these grants will be put to good use, and it is my hope that our event today will also result in a broader and deeper understanding of how Arizona is making a commitment to address the challenge of homelessness,” said Rainey.

The grant allocations support homeless families and individuals as they stabilize in housing and work to resolve issues contributing to their homelessness. The money received in the Maricopa Region provides 1,495 beds available in permanent housing programs and 1,599 beds available in transitional housing programs. The grants also fund supportive services to help homeless people break the cycle of homelessness and help them rejoin the community in a positive way.

The award supports one new program for Arizona Behavioral Health Corporation with more than \$1.3 million to provide permanent housing for 82 chronically homeless individuals. Forty-seven renewal programs were also awarded, including United



HUD San Francisco Regional Director Richard Rainey (left), presents a check to Phoenix Councilmember Greg Stanton and Maricopa County Supervisor Mary Rose Wilcox, representing the MAG Continuum of Care.

Continued on next page

Homeless Funding (continued)




Methodist Outreach Ministries (UMOM) New Day Centers.

"Thanks to the funds that we receive from HUD, children from six weeks old to school age benefit from the love and nurturing care they receive in our childcare programs," said Nichole Churchill, community relations and events manager for UMOM New Day Centers.

The MAG Continuum of Care Regional Committee on Homelessness is made up of representatives from the public sector, private sector and nonprofit organizations. The committee's primary responsibility is the development and submission of the annual regional coordinated grant application for the Stuart B. McKinney funds.

"Over the past seven years, the Continuum has been responsible for securing more than \$106 million in homeless funding for our region," said MAG Regional Council Chair Keno Hawker, Mayor of Mesa. "Under the leadership of Councilmember Stanton, the amount received this year is the highest award ever received by our region, and we are confident that this funding will help to improve the lives of many Valley residents."

Checks were also presented to the Tucson/Pima County Continuum of Care (\$6.4 million), and the Rural Continuum of Care (\$3.4 million), with total Arizona grants equaling \$30.9 million for 93 homeless programs throughout the state. 

For more information, please visit:
www.mag.maricopa.gov/detail.cms?item=5611



CALL FOR ENTRIES

The Maricopa Association of Governments is seeking nominations for the 2006 Desert Peaks Awards. The awards were established in 1998 to recognize excellence in regional cooperation, and already have made their mark as one of the most prestigious regional honors bestowed in the state. The awards are intended to recognize individuals and local governments that have demonstrated a commitment to regionalism through partnerships or individual efforts.

Awards are distributed in five categories: Public Partnership, Public-Private Partnership, Professional Service, Regional Partnership and Regional Excellence. Nomination forms are available from the Maricopa Association of Governments, (602) 254-6300, or on the MAG Web site, www.mag.maricopa.gov/project.cms?item=385

Entries will be due by **5:00 p.m. March 31, 2006**. Award recipients will be announced at a Desert Peaks Awards Reception June 28, 2006.

MAG Moment



Flanked by ADOT Director Victor Mendez and Chandler Mayor Boyd Dunn, Governor Janet Napolitano officially opens the last segment of the Santan Freeway through Chandler on December 17, 2005.

Calendar

MEETING Times

2006 SPRING

February

- 1st** 10:00 a.m. Intelligent Transportation Systems Committee
- 1st** 1:30 p.m. Specifications and Details Committee
- 2nd** 1:00 p.m. Domestic Violence Council
- 7th** 2:00 p.m. Water Quality Advisory Committee
- 8th** 12:00 p.m. Management Committee
- 9th** 1:00 p.m. Human Services Technical Committee
- 13th** 12:00 p.m. Regional Council Executive Committee
- 14th** 1:30 p.m. Street Committee
- 15th** 2:00 p.m. Building Codes Committee
- 15th** 4:00 p.m. Transportation Policy Committee
- 21st** 10:00 a.m. Population Technical Advisory Committee
- 21st** 1:30 p.m. Regional Bicycle Task Force/ Pedestrian Working Group Joint Meeting
- 22nd** 5:00 p.m. Regional Council
- 23rd** 10:00 a.m. Transportation Review Committee
- 23rd** 1:30 p.m. Air Quality Technical Advisory Committee

The MAGAZine newsletter is available in electronic format and in Spanish on the MAG Web site:
www.mag.maricopa.gov/project.cms?item=433

Parking is available under the building. Please ask for parking validation at the meeting. Transit tickets will be provided for those using transit. Bike racks are available at the entrance to the parking garage.

March

- 1st** 10:00 a.m. Intelligent Transportation Systems Committee
- 1st** 1:30 p.m. Specifications and Details Committee
- 8th** 12:00 p.m. Management Committee
- 9th** 1:00 p.m. Human Services Technical Committee
- 10th** 11:00 a.m. Joint Transportation Open House and Public Hearing
- 14th** 1:30 p.m. Street Committee
- 15th** 2:00 p.m. Building Codes Committee
- 16th** 10:00 a.m. Telecommunications Advisory Group
- 20th** 12:00 p.m. Regional Council Executive Committee
- 21st** 9:00 a.m. Census Survey Oversight Subcommittee
- 21st** 10:00 a.m. Population Technical Advisory Committee
- 21st** 10:00 a.m. Transportation Safety Committee
- 21st** 1:00 p.m. Planners Stakeholders Group
- 21st** 1:30 p.m. Regional Bicycle Task Force/ Pedestrian Working Group Joint Meeting
- 21st** 3:00 p.m. Building a Quality Regional Community
- 22nd** 3:00 p.m. Water Quality Advisory Committee
- 22nd** 4:00 p.m. Transportation Policy Committee
- 23rd** 10:00 a.m. Transportation Review Committee
- 23rd** 1:30 p.m. Air Quality Technical Advisory Committee
- 27th** 2:00 p.m. Continuum of Care Regional Committee on Homelessness
- 29th** 5:00 p.m. Regional Council

The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months.

April

- 5th** 10:00 a.m. Intelligent Transportation Systems Committee
- 5th** 12:00 p.m. Management Committee
- 5th** 1:30 p.m. Specifications and Details Committee
- 6th** 1:00 p.m. Domestic Violence Council
- 11th** 1:30 p.m. Street Committee
- 17th** 12:00 p.m. Regional Council Executive Committee
- 18th** 9:00 a.m. Census Survey Oversight Subcommittee
- 18th** 10:00 a.m. Population Technical Advisory Committee
- 18th** 1:30 p.m. Regional Bicycle Task Force/ Pedestrian Working Group Joint Meeting
- 19th** 2:00 p.m. Building Codes Committee
- 19th** 4:00 p.m. Transportation Policy Committee
- 20th** 1:00 p.m. Human Services Technical Committee
- 26th** 5:00 p.m. Regional Council
- 27th** 10:00 a.m. Transportation Review Committee
- 27th** 1:30 p.m. Air Quality Technical Advisory Committee

All meetings, unless indicated otherwise, will be held in the conference rooms located in the MAG offices on the second floor of the Compass Bank Building, 302 N. 1st Avenue, Phoenix.

For confirmation call (602) 254-6300, or visit the Web site: www.mag.maricopa.gov/meetings.cms



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